

**CITY OF MOUNTAIN VIEW
MEMORANDUM**

DATE: October 29, 2002

TO: City Council

FROM: Joan Jenkins, Transportation and Policy Manager

SUBJECT: OCTOBER 29, 2002 STUDY SESSION—CENTENNIAL TRAIN STATION
BUILDING INTERIOR FINISHES

PURPOSE

The purpose of this study session agenda item is to review and discuss options for the use of the "ticket office" area of the Centennial Plaza train station building and seek direction regarding desired interior finishes.

FISCAL IMPACT

The cost of interior finishes will depend upon the selected use and purpose of the room as well as the quality of the details and furnishings. According to the project architect, basic finishes, including wallboard, rest rooms, closets, vinyl flooring and no window coverings, would cost about \$100,000 to \$150,000. Period finishes, such as those originally proposed, would cost in the range of about \$200,000 to \$250,000. Should the space become retail, the tenant may provide the finishes and the extent to which the City would need to finish it is not known.

Pending the final project budget reconciliation, the best projections expect there could be up to \$340,000 remaining in the project budget to fund the interior finishes. This funding will include work relating to two rest rooms, storage closets, a janitor's closet, wallboard, floors and depending on the use, window coverings and furnishings.

BACKGROUND AND ANALYSIS

On September 25, 2001, the City Council authorized proceeding with the construction of Centennial Plaza and the train station building but directed staff to delete all interior finishes in the "ticket office" pending future discussion about its possible uses. This

space was never intended to be used as a traditional ticket office due to the automated manner in which tickets are dispensed for both Caltrain and light rail. The report to Council and the minutes from that meeting are shown in Attachment 1. The Centennial Plaza and station building are nearing completion and will be dedicated on November 7, 2002 as the finale to the City's Centennial Celebration. In accordance with Council's direction, this area of the building has remained unfinished except for the electrical and plumbing connections. It is slightly less than 800 square feet and includes the wall studs, but not the actual walls, for two bathrooms, a janitor's sink closet and various storage closets. Occupancy of this size space is a maximum of 50 to 55 persons, depending on the use.

The Council has discussed many uses for this space but no final conclusions have been reached. Uses previously discussed by the City Council and the Ad Hoc Committee included retail, a teen center, a community meeting room and exhibit space.

The Centennial Plaza area is within the transit services area of the Evelyn Avenue Corridor Precise Plan. The goal of the Precise Plan in this area is to provide an attractive gateway to and an extension of the Downtown Commercial District and to be a "good neighbor" to the nearby residential development. The permitted uses include transit and transit support services, parking, retail/commercial, office, restaurants, shops and services. Of the proposed uses, only retail is specifically listed in the Precise Plan; the other uses would need further review and may require an amendment to the Precise Plan. Described below is a summary of the uses previously considered:

- Retail—The City Council considered various types of retail for the room, including a restaurant, a Starbucks-type coffee shop, a flower or magazine shop, a concierge and others during concept development in 2001. Concerns about competition with other downtown establishments, the success/failure of transit-related retail businesses, lack of immediately adjacent parking and the appropriateness of the location were raised. An economic development study of the location concluded it is not optimal for retail use and a chain-type establishment might be the most successful option due to its name recognition and resources. Subsequently, the Council directed staff to pursue vending pushcarts in the Centennial Plaza. Staff is currently working with a broker to secure proposals from local businesses who may be interested in pushcarts and any viable proposals will be presented to the Council for consideration.
- Teen Center—The possibility of using the space as a teen center was also raised. The current Teen Center on Escuela Avenue near the Senior Center is about 1,620 square feet with a garage where a pool table is located. The room at the train

station building is about one-half the size (slightly less than 800 square feet). The current scope of programs (movies; cooking; dancing; arts and crafts; games such as pool, air hockey and ping pong) offered at the Teen Center could not be accommodated at the train station building in this amount of space.

Staff also discussed this option with the Facilities Section, which maintains the current center. Concerns were raised regarding the high maintenance level required of the current Teen Center. Precautions would be necessary to minimize maintenance at the station building, such as stainless steel fixtures and mirrors in the bathrooms, durable flooring and no window coverings. Damage to the custom construction and finishes, including the triple-paned windows and exterior detailing of the building, would be quite expensive to repair.

- **Community Room**—The Ad Hoc Committee discussed this alternative as a viable option, although no formal vote was taken of a preferred use. The room could serve as a public meeting room or classroom by reservation, similar to the Adobe Building. It accommodates about 20 to 25 people around a table for meetings or 45 to 50 people assembly-style.
- **Exhibit Space**—Exhibit space for the Mountain View Historical Society was mentioned but not developed at the Ad Hoc Committee level. This use could be viable with freestanding display cases since windows take up much, but not all, of the wall space. The restored Southern Pacific train depot building in Danville, California is used as a museum of the city's early history. A letter was recently received suggesting the space be used to display a model railroad (Attachment 2).

All ground-floor uses are exempt from the Precise Plan parking requirements so no parking spaces need to be provided specifically for any of the proposed uses. There are 25 two-hour and 10 handicapped parking spaces available at the Caltrain parking lot immediately adjacent to the bus crescent that can be used by building visitors. Parking is also available across the street at the Hope Street parking lot or at the City parking structure across Castro Street on Bryant Street.

Based on direction from the City Council, staff will agendize this item for formal action at an upcoming Council meeting.

Prepared by:

Approved by:

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Attachments: 1. September 25, 2001 Council Report
 2. Letter

cc: Mr. Paul C. Vilandr 

Mr. John Rinaldi

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